

COUNCIL
AGENDA
SPECIAL

APR. 10, 1985

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA
A G E N D A
SPECIAL COUNCIL MEETING
WEDNESDAY, APRIL 10, 1985, 10:00 AM

1. REPORTS FROM MUNICIPAL OFFICERS

(a) ROSHORN LIMITED

T-84033

A report is expected from the Commissioner of Planning with respect to the Conditions of Draft Approval dated January 22, 1985, and the Consolidated Report dated January 17, 1985 for proposed plan of subdivision T-84033, Roshorn Limited (lands located on the west side of Mississauga Road, south of Harkiss Road).

2. UNFINISHED BUSINESS

UB-1 CENTRAL PARKWAY DEVELOPMENTS

OZ/43-45/77

General Committee, at its meeting on April 3, 1985, referred the following Planning Committee recommendation of March 26, 1985, to this Special meeting of Council due to time constraints:

That the Planning Staff Report dated February 12, 1985, recommending approval of an amendment to the Zoning By-law from RM5-Section 1038 to R3-Special Section for lands owned by Central Parkway Developments Limited, be adopted (lands located on the west side of Central Parkway East between Burnhamthorpe Road East and Rathburn Road East).

(See BY-LAWS - (a).)

UB-2 CENTRAL ERIN MILLS SECONDARY PLAN

C.04.03,C.04.04
C.04.05,C.04.07
C.04.09

General Committee, at its meeting on April 3, 1985, referred the following Planning Committee recommendation of March 26, 1985, to this Special meeting of Council due to time constraints:

- (a) That the Central Erin Mills Secondary Plan be amended by adding the following to Section 3.4.2.1 Regional Centre:

- h. Automatic car washes will be permitted subject to the following:
 - a site plan which satisfactorily addresses architectural character, style, scale, building materials, building location, buffering, landscaping, exterior lighting, and signage;

April 10, 1985

Page 2

2. UNFINISHED BUSINESS CONTINUED

(a) continued...

- a noise study which demonstrates to the satisfaction of the City that noise generated by the car wash will not exceed the ambient noise level;
- adequate capacity in the existing transportation system to accommodate vehicular traffic generated by the car wash;
- vehicular ingress and egress arrangements satisfactory to the City and any other authority having jurisdiction.

(b) That the Hurontario Secondary Plan be amended by adding the following to Section 3.4.2.1 District Centre:

- i. Automatic car washes will be permitted subject to the following:
 - a site plan which satisfactorily addresses architectural character, style, scale, building materials, building location, buffering, landscaping, exterior lighting, and signage;
 - a noise study which demonstrates to the satisfaction of the City that noise generated by the car wash will not exceed the ambient noise level;
 - adequate capacity in the existing transportation system to accommodate vehicular traffic generated by the car wash;
 - vehicular ingress and egress arrangements satisfactory to the City and any other authority having jurisdiction.

(c) That the Hurontario, East Credit, Central Erin Mills, and Lisgar, and Erin Mills West Secondary Plans be amended by adding the following section to the Neighbourhood Centre policies:

- f. Automatic car washes will be permitted subject to the following:
 - a site plan which satisfactorily addresses architectural character, style, scale, building materials, building location, buffering, landscaping, exterior lighting, and signage;
 - a noise study which demonstrates to the satisfaction of the City that noise generated by the car wash will not exceed the ambient noise level;
 - adequate capacity in the existing transportation system to accommodate vehicular traffic generated by the car wash;
 - vehicular ingress and egress arrangements satisfactory to the City and any other authority having jurisdiction.

April 10, 1985
Page 3

2. UNFINISHED BUSINESS CONTINUED

C.04.12

UB-3 AIRPORT SOUTH

General Committee, at its meeting on April 3, 1985, referred the following Planning Committee recommendation of March 26, 1985, to this Special meeting of Council due to time constraints:

That the Planning Staff Report dated February 12, 1985, recommending approval of an amendment to By-law 450-83, concerning staging of development in the Airport South Planning District, be adopted.

(See BY-LAWS - (b).)

B.03.02.01

UB-4 RESIDENTIAL LANE ZONES

General Committee, at its meeting on April 3, 1985, referred the following Planning Committee recommendation of March 26, 1985, to this Special meeting of Council due to time constraints:

That the Planning Staff Report dated March 26, 1985 recommending approval of an amendment to the provisions of Residential Lane Zones, being section 43B of Zoning By-law 5500, be adopted.

(See BY-LAWS - (c).)

3. BY-LAWS

- (a) A by-law to amend Zoning By-law 5500, as amended, in accordance with rezoning application OZ/43-45/77, Central Parkway Developments Limited (lands located on the west side of Central Parkway East between Burnhamthorpe Road East and Rathburn Road East). (See UNFINISHED BUSINESS - UB-1.)

OZ/43-45/77

- (b) A by-law to amend Zoning By-law 5500, as amended, to provide a basis for staging of development in the Airport South Planning District (lands bounded by Eglinton Avenue, Etobicoke Creek, Highway 401, and the boundary of Borough of Etobicoke). (See UNFINISHED BUSINESS - UB-3.)

C.04.12

- (c) A by-law to amend Zoning By-law 5500, as amended, to amend section 43B, the provisions of Residential Lane Zones, to revise certain minimum and maximum dimensions, percentages of maximum lot coverage and minimum open spaces (all RL1, RL2, RL3, RL4, RL5 and RL6 zoned lands in the City). (See UNFINISHED BUSINESS - UB-4.)

B.03.02.01

4. ADJOURNMENT

CITY OF MISSISSAUGA
PLANNING DEPARTMENT

ITEM:
FILE: OZ/43-45/77
DATE: February 12, 1985
C.A. DATE APR 10 1985

UB-1

TO D. Culham, Chairman, and Members of the City of Mississauga
Planning Committee

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT City-initiated Rezoning Proposal
Proposed Residential Development
West side of Central Parkway East between Burnhamthorpe
Road East and Rathburn Road East
Central Parkway Developments Limited

ORIGIN Planning Department

COMMENTS

The proposal is to amend the Zoning By-law from RM5-Section 1038, which permits townhouses, to R3-Special Section to allow detached dwellings.

The subject lands consist of five separate blocks within three plans of subdivision, and are owned by Central Parkway Developments Limited, the original developer of the subdivisions. The blocks are located within the Mississauga Meadows Community on King Andrew Drive, Independence Avenue, and Petersburg Crescent, abutting the west side of Central Parkway East between Burnhamthorpe Road East and Rathburn Road, and are vacant. Surrounding lands to the west of Central Parkway are developed for detached dwellings, while to the east, across Central Parkway, lands are developed for townhouses, a park and a school.

The subject and surrounding lands were zoned RM5-Section 1038 by By-law 293-80, approved by the Ontario Municipal Board on May 21, 1980. The RM5-Section 1038 zone allows any combination of reduced-lot detached and semi-detached dwellings or townhouses, subject to a minimum of 10% of the dwellings being townhouses. The three subdivisions within which the subject lands are located are developed almost entirely for detached dwellings on lots with an average frontage of 12 m (40 ft.), leaving the subject blocks to be developed for townhouses in compliance with the provisions of the RM5-Section 1038 zone.

UB-1-a

ITEM:
FILE: OZ/43-45/77
DATE: February 12, 1985

-2-

The original intent of the RM5-Section 1038 zone was to encourage a mixture of housing types within this area of the Mississauga Meadows Community. This was an appropriate objective at the inception of the neighbourhood development; it is consistent with the policies of the Official Plan and continues to be followed in the planning of new districts. In that part of the Mississauga Meadows Community where the subject lands are located, however, the initial development has been predominantly in the form of detached dwellings, and the lands remaining for townhouse development are in small blocks dispersed among the detached dwellings. Consequently, the situation has changed from that originally envisaged, and development of the subject lands will now be in the nature of infilling among detached dwellings which have been occupied for some time. In this context, townhouses are questionable, especially on small parcels, and a zoning change is appropriate to allow detached dwellings on the subject lands.

The proposed R3-Special Section zone is in conformity with the Residential designation of the Official Plan. The zone will permit detached dwellings on lots with a minimum frontage of 12 m (40 ft.) with reduced front and side yard setbacks. A copy of the proposed by-law is attached to this report.

CONCLUSION

The proposed rezoning is acceptable from a planning standpoint and should be approved.

RECOMMENDATION

That the Planning Staff Report dated February 12, 1985, recommending approval of an amendment to the Zoning By-law from RM5-Section 1038 to R3-Special Section for lands owned by Central Parkway Developments Limited, be adopted.



R. G. B. Edmunds
Commissioner of Planning.

5-1
UB-2
CITY OF MISSISSAUGA

ITEM:
FILE: Hurontario, East Credit,
Central Erin Mills, Lisgar,
Erin Mills West
DATE: February 12, 1985

PLANNING DEPARTMENT

C.A. DATE APR 10 1985

TO

D. Culham, Chairman, and Members of the City of Mississauga
Planning Committee

FROM

R.G.B. Edmunds, Commissioner of Planning

SUBJECT

Car Washes in New Residential Districts - Secondary Plan
Policies

ORIGIN

Planning Department

BACKGROUND

A Planning staff report dated August 9, 1984, regarding secondary plan policies for car washes in new residential districts was considered a public meeting of Planning Committee on September 25, 1984, at which time it was deferred to give the Canadian Car Wash Association further opportunity to review the report. The report, attached as Appendix 1, was prepared in response to comments received from the Ontario Petroleum Association on the Hurontario Secondary Plan. After a number of meetings with the Ontario Petroleum Association, it was agreed that although the preferred locations for automatic car washes are in industrial areas where associated noise and exhaust fumes will not adversely impact upon residential development, by restricting the location of automatic car washes to industrial areas, their accessibility to the population they are intended to serve may be limited. For this reason, it was agreed to recommend that automatic car washes be permitted to locate in Neighbourhood Centres in the new residential districts subject to certain criteria. In a letter dated September 13, 1984, attached as Appendix 2, the Ontario Petroleum Association agreed to accept the recommendations of the report although the provisions were considered to be restrictive.

DISCUSSION

Since the public meeting of Planning Committee on September 25, 1984, Planning staff has met with representatives of the Canadian Car Wash Association to discuss the report. The Canadian Car Wash Association represents independent car wash operators in addition to the oil companies which run car washes in conjunction with gas stations. The Association considers the proposed policies to be too restrictive. It was agreed that ideally car washes should be in locations where their adverse impact on residential development is minimal but from the experience of Association members in other municipalities, Neighbourhood Commercial sites are often not large enough to accommodate car washes. They would prefer that the secondary plan policies permit freestanding car washes, automatic and non-automatic, on sites with easy access in residential districts.

UB-2-a

5-2

ITEM:

FILE: Hurontario, East Credit,
Central Erin Mills, Lisgar,
Erin Mills West

-2-

DATE: February 12, 1985

Restricting car wash locations in residential areas may place them at some disadvantage from a marketing standpoint; however, in this instance, market considerations are of less importance than protecting residential areas from the noise and traffic associated with car washes. These facilities are also permitted in industrial areas which will allow them to be placed within relatively close range of residential areas - the residential districts of East Credit and Hurontario are next to the Industrial Districts of Britannia East and West, for example - without creating the attendant conflicts between residential and car wash uses.

Although the representatives of the Association have indicated that Neighbourhood Commercial Centres present some disadvantages in terms of the size, accessibility and location of a car wash within the Centre, such concerns could be addressed during the preparation of site plans. It is agreed however, that car washes should also be permitted within District and Regional Shopping Centres, subject to the same policies as Neighbourhood Centres, and the Secondary Plans for Hurontario, East Credit, Central Erin Mills, Lisgar and Erin Mills West should be so amended.

RECOMMENDATIONS

1. That the Central Erin Mills Secondary Plan be amended by adding the following to Section 3.4.2.1 Regional Centre:
 - h. Automatic car washes will be permitted subject to the following:
 - a site plan which satisfactorily addresses architectural character, style, scale, building materials, building location, buffering, landscaping, exterior lighting, and signage;
 - a noise study which demonstrates to the satisfaction of the City that noise generated by the car wash will not exceed the ambient noise level;
 - adequate capacity in the existing transportation system to accommodate vehicular traffic generated by the car wash;
 - vehicular ingress and egress arrangements satisfactory to the City and any other authority having jurisdiction.

5-3

UB-2-h

ITEM:
FILE: Hurontario, East Credit,
Central Erin Mills, Lisgar,
Erin Mills West
DATE: February 12, 1985

-3-

2. That the Hurontario Secondary Plan be amended by adding the following to Section 3.4.2.1 District Centre:
 1. Automatic car washes will be permitted subject to the following:
 - a site plan which satisfactorily addresses architectural character, style, scale, building materials, building location, buffering, landscaping, exterior lighting, and signage;
 - a noise study which demonstrates to the satisfaction of the City that noise generated by the car wash will not exceed the ambient noise level;
 - adequate capacity in the existing transportation system to accommodate vehicular traffic generated by the car wash;
 - vehicular ingress and egress arrangements satisfactory to the City and any other authority having jurisdiction.
3. That the Hurontario, East Credit, Central Erin Mills, and Lisgar, and Erin Mills West Secondary Plans be amended by adding the following section to the Neighbourhood Centre policies:
 - f. Automatic car washes will be permitted subject to the following:
 - a site plan which satisfactorily addresses architectural character, style, scale, building materials, building location, buffering, landscaping, exterior lighting, and signage;
 - a noise study which demonstrates to the satisfaction of the City that noise generated by the car wash will not exceed the ambient noise level;
 - adequate capacity in the existing transportation system to accommodate vehicular traffic generated by the car wash;

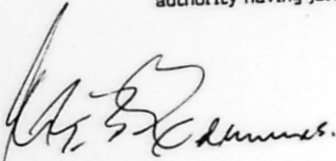
UB-2-n

5-4

ITEM:
FILE: Hurontario, East Credit,
Central Erin Mills, Lisgar,
Erin Mills West
DATE: February 12, 1985

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vehicular ingress and egress arrangements
satisfactory to the City and any other
authority having jurisdiction.



R.G.B. Edmunds
Commissioner of Planning

1490a/0130a

55
APPENDIX I

UB-2-d

CITY OF MISSISSAUGA

FILE: Hurontario, East Credit,
Central Erin Mills,
Lisgar, Erin Mills West
DATE: August 9, 1984

PLANNING DEPARTMENT

TO

D. Culham, Chairman, and Members of the City of
Mississauga Planning Committee

FROM

R. G. B. Edmunds, Commissioner of Planning

SUBJECT

Car Washes in New Residential Districts - Secondary
Plan Policies

ORIGIN

Planning Department

BACKGROUND

The draft Secondary Plans prepared for the Hurontario, East Credit, Central Erin Mills, and Lisgar Residential Districts, placed on public display in 1982, included car washes as permitted uses under the Highway Commercial designation.

The existing City policy regarding car washes, adopted by Council on March 12, 1983, does not permit car washes in locations where they will adversely affect residential development. The policy states that the preferred locations for car washes are in industrial areas but that consideration will be given to locations in commercial areas under favourable circumstances. In light of the existing City policy and the concerns raised regarding proposals for car washes in other residential areas of the City when the draft Secondary Plans for Hurontario, East Credit, Central Erin Mills, and Lisgar were presented to City Council for approval, it was recommended that car washes be deleted from the permitted uses under the Highway Commercial designation.

An objection to this recommendation was made by the Ontario Petroleum Association. As a result, Council on June 29, 1983 directed Planning staff to review the permitted uses in the Highway Commercial designation in the Hurontario, East Credit, Central Erin Mills, and Lisgar Secondary Plans. Since June 1983, Planning staff and representatives of the Ontario Petroleum Association have met a number of times to discuss the matter.

UB-2-2

5-6

FILE: Hurontario, East Credit,
Central Erin Mills,
Lisgar, Erin Mills West
DATE: August 9, 1984

-2-

The purpose of this report is to consider the appropriateness of permitting car washes in the new residential districts in light of the discussions which have taken place.

DISCUSSION

The Ontario Petroleum Association has requested that car washes be included as permitted uses under the Highway Commercial designation in order that they can be located in proximity to the population they are intended to serve. The Association recognizes that only a limited number of sites within the new districts would be acceptable car wash locations and has indicated that the oil companies would take the responsibility for demonstrating the appropriateness of a proposed car wash through the preparation of a site plan and noise studies to the satisfaction of both the City and residents in the surrounding area.

The concern with locating car washes in residential districts is their unfavourable impact on surrounding residents in terms of noise and motor vehicle exhaust fumes. Despite assurances from the Ontario Petroleum Association that with proper site design and the equipment now available compatibility with adjacent land uses can be ensured, generally the most appropriate location for car washes is in industrial areas. Restricting car washes to industrial areas would, however, be undesirable from a marketing standpoint.

If car washes were allowed in the new residential districts, it would be inappropriate to permit them under the Highway Commercial designation. There are 29 sites designated Highway Commercial in the new districts, each of which is approximately 0.4 ha (1 acre) in size. To permit car washes under the Highway Commercial designation would make it possible for car washes to be scattered throughout the districts on sites insufficient in size to provide adequate protection against adverse impacts on adjacent residential development. It would be more appropriate to limit car washes to locating in Neighbourhood Centres.

Neighbourhood Centres are located at the intersections of major roads central to the areas they are intended to serve, and represent activity nodes within the districts. Locating car washes within these activity nodes would have less impact on the residential development than if they were permitted under the Highway Commercial designations.

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UB-2-f

FILE: Hurontario, East Credit,
Central Erin Mills,
Lisgar, Erin Mills West

-3-

DATE: August 9, 1984

A car wash should only be permitted in a Neighbourhood Centre provided that it can be demonstrated through appropriate studies, and the preparation of a site development plan, the building design and the site layout will be compatible with nearby development, the noise generated by the car wash will not exceed the ambient noise level, the existing transportation system is adequate to accommodate the expected traffic, and satisfactory ingress and egress arrangements, will be made.

CONCLUSION

The preferred locations of automatic car washes are in industrial areas where the associated noise and motor vehicle exhaust fumes will not adversely impact upon residential development; however, it is recognized the result of restricting the location of automatic car washes to industrial areas may limit their accessibility to the population they are intended to serve. If car washes are permitted in the new residential districts, they should be located in Neighbourhood Centres subject to the locational criteria included in this report.

RECOMMENDATIONS

1. That the Hurontario Secondary Plan, the East Credit Secondary Plan, the Central Erin Mills Secondary Plan, and the Lisgar Secondary Plan be amended and the Erin Mills West Secondary Plan modified by adding the following section to the Neighbourhood Centre policies:
 - f. Automatic car washes will be permitted subject to the following:
 - a site plan which satisfactorily addresses architectural character, style, scale, building materials, building location, buffering, landscaping, exterior lighting, and signage;
 - a noise study which demonstrates to the satisfaction of the City that noise generated by the car wash will not exceed the ambient noise level;
 - adequate capacity in the existing transportation system to accommodate vehicular traffic generated by the car wash;

UB-2-9

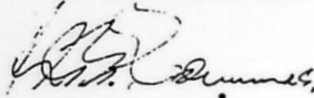
FILE: Hurontario, East Credit,
Central Erin Mills,
Lisgar, Erin Mills West

-4-

DATE: August 9, 1984

- vehicular ingress and egress
arrangements satisfactory to the City
and any other authority having
jurisdiction.

2. That the report of the Commissioner of Planning of
August 9, 1984 regarding car washes in new
residential districts be forwarded to the Minister of
Municipal Affairs and Housing.



R. G. B. Edmunds
Commissioner of Planning

0956a/0085a

Esso

APPENDIX 2

UB-2-h

237 Parkdale Avenue North
P.O. Box 427
Hamilton, Ontario
L8N 3H8

September 13th, 1984

The Corporation of the
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Attention: Mr. R. G. B. Edmunds,
Commissioner of Planning

Dear Mr. Edmunds:

Re: Car Washes in New Residential Districts
Secondary Plan Policies

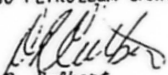
Thank you for your August 13th, 1984 letter together with report regarding car washes in new residential districts.

I have circulated your report to member companies of the Ontario Petroleum Association. The membership reluctantly accepts the report believing it is still too restrictive.

In any event, I would like to thank you and your staff for the time you have spent with industry representatives and your recognition of the need for car washes in new residential districts.

Sincerely

ESSO PETROLEUM CANADA


D. R. Culbert
Senior Accounts Executive -
Development

DRC/du

UB-3

7-1

CITY OF MISSISSAUGA
PLANNING DEPARTMENT

ITEM:
FILE: Airport South
DATE: February 12, 1985

C. A. DATE APR 10 1985

TO

D. Culham, Chairman, and Members of the City of Mississauga
Planning Committee

FROM

R. G. B. Edmunds, Commissioner of Planning

SUBJECT

Staging of Development Airport South (Prestige Industrial)
Secondary Plan

COMMENTS

By-law 450-83 passed by Council on June 27, 1983, and in effect August 8, 1983 rezoned the lands, shown on the attached map, bounded by Eglinton Avenue West, Etobicoke Creek, Highway 401 and the boundary between City of Etobicoke and the City of Mississauga from M1 to M1-Section 1204 to provide for the staging of development in the Airport South (Prestige Industrial) Secondary Plan Area in accordance with the provision of adequate transportation facilities. One of the recommendations included in the Planning Department report dated February 16, 1984, adopted by Council on March 7, 1984, regarding suggested Ministerial Modifications to the Airport South (Prestige Industrial) Secondary Plan was that Appendix H - Staging of Development be amended. The Municipality of Metropolitan Toronto advised that double left-turn lanes at intersections are operationally unacceptable and will not be permitted. It was suggested that double lefts at Eglinton Avenue West and Renforth Drive be deleted from Stage 3 and that the Renforth Drive grade separation be required to be built during Stage 3 of development rather than Stage 4. This change has been included in Amendment 23 Airport South (Prestige Industrial) Secondary Plan, approved by the Ministry of Municipal Affairs and Housing on June 4, 1984.

Therefore, since M1 - Section 1204 implements the staging of development of the Airport South (Prestige Industrial) Area it is necessary to amend Table 1 - Staging of Development as included in the attached by-law.

7-2

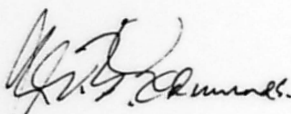
UB-3-a

-2-

ITEM:
FILE: Airport South
DATE: February 12, 1985

RECOMMENDATION

That the Planning Staff Report dated February 12, 1985,
recommending approval of an amendment to By-law
450-83, be adopted.

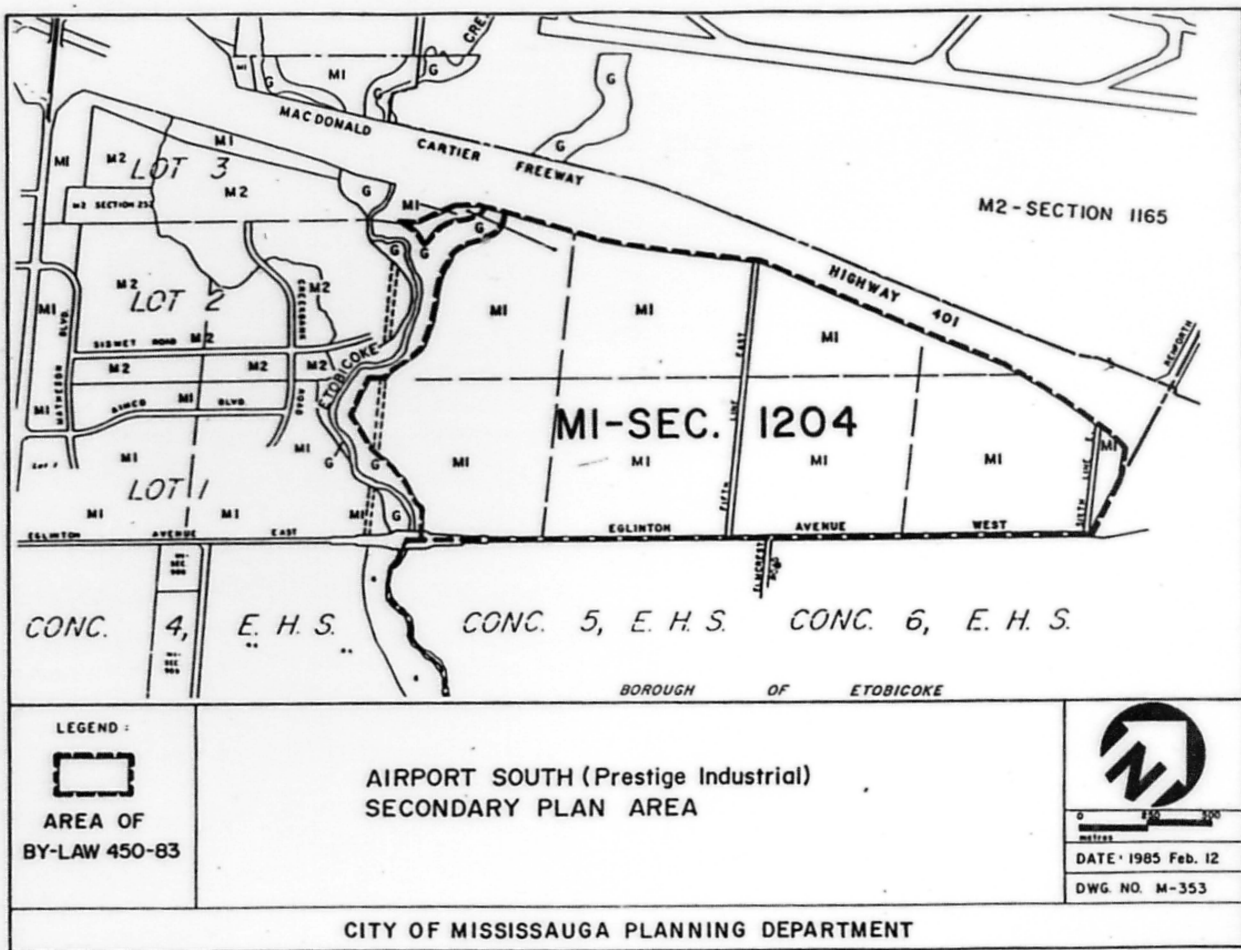


R. G. B. Edmunds
Commissioner of Planning.

1498a/0140a

UB-3-1

7-3



10-1

CITY OF MISSISSAUGA
PLANNING DEPARTMENT

UB-4

ITEM:
FILE: By-law 551-84
DATE: March 26, 1985

C.A. DATE APR 10 1985

TO

D. Culham, Chairman, and Members of the City of Mississauga Planning Committee

FROM

R. G. B. Edmunds, Commissioner of Planning

SUBJECT

Proposed Zoning By-law Amendment to Residential Lane Zones

ORIGIN

Planning Department

COMMENTS

Through a proposal by First City Development under File OZ/42/83 for a detached dwelling development consisting of six-lot modules, each of which is served by a 10 m (32.8') wide cul-de-sac, City Council on May 14, 1984 passed Resolution 260-84, that, among other matters, Zoning By-law 5500 be amended by including a new residential zone referred to as "Residential Lane" abbreviated to the letters RL with affixes 1 to 6.

By-law 551-84 implementing the above noted resolution was enacted by Council on July 18, 1984 and is in force as of July 18, 1984.

Subsequent to the approval of By-law 551-84, First City Development has requested the City to amend By-law 551-84 to simplify implementation and easier checking of the Residential Lane Zone requirements at the building permit stage, and to provide further clarification and refinement to certain provisions.

The attached amendment to By-law 5500 has been prepared in conformity with the Official Plan. This by-law would amend certain provisions in the Residential Lane Zones, being section 43B of Zoning By-law 5500. It would revise certain minimum and maximum dimensions, percentages of maximum lot coverage and minimum open spaces, and notes, as indicated on the Schedule in clause 43B(3)(a). It would also clarify where accessory buildings could be located subject to certain requirements; provide a deflection of the side lot line in an "RL6" zone between LOT A and LOT B abutting the street line; and introduce the definition of "MINIMUM OPEN SPACE".

UB-4-a

10-2

ITEM:
FILE: By-law 551-84
DATE: March 26, 1985

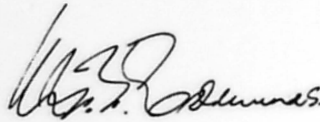
-2-

CONCLUSION

The proposed rezoning is acceptable from a planning standpoint and should be approved.

RECOMMENDATION

That the Planning Staff Report dated March 26, 1985 recommending approval of an amendment to the provisions of Residential Lane Zones, being section 43B of Zoning By-law 5500, be adopted.



R. G. B. Edmunds
Commissioner of Planning.

1627a/0157a

UB-6

C.A. DATE APR 22 1985

C.A. DATE APR 10 1985

Mr. Russ Edmunds
City Planning Commissioner
Mississauga, Ontario

MAR 29 1985

March 19, 1985

1330

C.A. DATE APR 9 1985

Dear Mr. Edmunds.

I am enclosing a subdivision plan for the Cameron property drawn up by Mr. Stan Lind, Industrial Designer.

We sympathize with the developer's wishes and plans. Unfortunately the land slopes to make it impossible for many of the houses to use the storm and sanitary sewers on Mississauga Road.

The developer's original plan would be disastrous as its tentacles of drainage reach out to destroy the surrounding area, including the forest, marsh and stream.

In Mr. Lind's plan, the Mississauga sewers can be used. There would be no destruction of the environment. Very little fill and no unsightly retaining walls would be needed. The land would retain its natural slopes and beauty without unnatural elements. A ditched stream as much as twenty feet deep would not be necessary.

PROFESSIONAL STUDIES OF THE AREA TO DATE.

Dr. Paul Maycock- Professor of Botany Erindale College
Director World Wildlife Fund, Canada

Dr. Peter Duckworth Hydrogeologist

Mr. George Hunter Professional Photographer

Mr. Stan Lind Industrial Designer

Mrs. Bernice Inman-Emerly Director Winding Lane Wildlife Sanctuary
City of Mississauga Planning Department (Harkis Road Studies)

REFERRED TO:

R. EDMUNDS FOR RESPONSE

RECEIVED

REGISTRY NO. 2772

DATE MAR 29 1985

FILE NO. 1-84033

UB-6-a

Mr. Edmunds. Mississauga Planning Department

Here is a list of points eliminated by Mr. Lind's plan.
This plan gives the developer houses that drain into Mississauga
sewer lines.

PROBLEMS ELIMINATED

1. Marsh would remain as it is, with its unusual or rare plant and animal life.
2. Stream would not have to be moved to Sanctuary border and deepened, up to twenty feet. Ugly gabions would not have to be used.
3. Large machines would not be used in the green belt and forest area. These machines would destroy root systems of irreplaceable trees.
4. Hopefully there would be no changes in water table.
5. Trees in greenbelt and wildlife area would not be affected.
6. Lower forest to the south of the proposed development would not be destroyed, by the use of large machines. These machines would have to be used to deepen the stream bed and would necessitate cutting down very old trees.
7. The lovely nature walk made by the city and a place of beauty and enjoyment to the citizens of the area would be left in its beauty and tranquility.

UB-b-l

Mr. Edmunds. Mississauga Planning Department.

-3

9. Problems with fill⁴ that the development wishes to use would be eliminated. (foreign insects and weeds. Possibly toxic elements

9. No unsightly retaining walls would be needed.

10. Road openings would be eliminated for development expansion to the north and west to the wildlife sanctuary. By using a shorter cul-de-sac, surrounded by private property, the marsh, the wildlife sanctuary and private property would be protected from future attempts to develop it.

11. Pumping stations would be eliminated.

12. Water pollution problems lessened or eliminated.

In our plan we have tried to be fair to the developers and still save this very sensitive ecological area from being completely destroyed.

We await the studies of the valley by professional environmentalists, employed by the city.

Sincerely,

Bernice Inman-Emery

Bernice Inman-Emery.

Director Winding Lane Wildlife Sanctuary

C.C. Mayor McCallion. Mr. Steve Mahoney, councillor. Mr. E. Halliday, City Manager. All councillors. Mr. Dirk Blyleven
Department of Planning.
Dr. F. Maycock.

7, 5 Shony Bree Pl. Mississauga

C. A. DATE APR 29 1985

A. DATE APR 9 1985

March 18 1985 UB-6-c

Mrs. Bayl McCallin, Mayor & Member of Council
Mississauga, Ont.

C. A. DATE APR 10 1985

REGISTRY NO. 2773

DATE MAR 29 1985

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T-84633

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Dear Mrs. McCallin

I am the present owner of the
bird sanctuary property formerly operated by
Mr. Roy Leor and am fully conversant with
all the details of the land which has been in
the family for sixty years. I have attended
the public meetings conducted by councillor
Maloney in an attempt to resolve the
controversy over the sub-division of the Cameron
land. I have also discussed the matter with
Mr. Edmunds and Mr. Dylwen who impressed
me as being very capable and conscientious
in the discharge of their planning duties.
After giving the matter careful

TO BE RECEIVED
COPY HAS BEEN SENT TO
R. EDMUNDS/R. JOHNSON

UB-b-d

thought, it is my considered opinion that
the sub-division should go ahead as planned.

I might add, as an after thought, that
if the city wishes to preserve the integrity
of the sanctuary itself and complete the
configuration of the park in the area, now
might be an opportune time to acquire
the two acres here which I presently own.

Trusting the foregoing may prove
useful in your deliberations,

Yours truly,

Robert L. Loe